

POOR VISION IS COMMON CAUSE CAR SMASHES

California Board of Investigation
Shows Vast Fund of Information

That a large percentage of automobile accidents are caused by defective vision is one of the important findings of the accident committee of the California League for the Conservation of Vision. The committee's summary report asked for by the directors of the League was presented to the League's Research Board, president of the Los Angeles Medical Association, and chairman of the general accident committee.

The report, an automatic car base, states that 90 per cent of the findings of several of the first and unending work by the committee is that the cause of the accident is poor vision. But unfortunately these and others are the many cases that will not be running yet, so far as the League is concerned, except that the company got a great deal of information from such an extended period. It is this same "Charley's Aunt" that probably greatest mistake that has been made in the last few years. The Metropolitan Theatre all this week, and the Empire and the New Empire, Ruth Saville, Alexis B. Luce and the Metropolitan Players. To any one who has seen the play, the performance of "Charley's Aunt" is a revelation. It is a comedy drama, a smile. Manager Earl is well cast, and the rest of the cast is well chosen. The scenes of Cambridge, dealing with the adventures of two students who are not quite up to the mark, a bit of an amateur actor to important characters, and the like, are well done. The dinner party they are attending may be unbecoming. All the scenes are well done, and the play is exciting away with "her" duties in a real "adult" manner until the final scene, when the curtain falls and then things begin to happen. The curtain falls, and then the fun, in which every member of the Metropolitan Players, including Ruth Saville and her husband, are involved, begins.

It is, therefore, very nearly

obvious that every person

should be a member of the League.

Most of the drivers of machines admitted to the committee that they did not see the other car until too late.

The three defects or causes of most of the accidents due to faulty vision are the result of the driver's condition by fatigue and a restricted field of vision and night blindness.

Cost of the expense of improving traffic

and the cost of repairing damage

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The Morning Bulletin

Published every noon, morning by The Morning Bulletin Company, Limited, at the head office, 1000 10th Street, Edmonton, Alberta, Canada.

HON. FRANK OLIVER, President
JOHN HOWEY, Editor

SUBSCRIPTION RATES
Morning and Evening Editions,
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One week, delivered by carrier..... \$ 1.00
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Two months..... 3.00
Six months..... 6.00
Twelve months..... 12.00
Twenty-four months..... 24.00
Notice to mail subscribers: 25c
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Private Office, 1000 10th Street, all days.
News Editor and Reporter,
Editorial Department,
Society Department,
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UNITED STATES: REPRESENTATIVE
Ruth Burke, Inc., 122 Broadway,
New York City, and 100 Broadway,
and 2nd and Broadway, New York City.

MONDAY, JULY 8, 1922

Removing the Discrimination

Sixteen cents a bushel on wheat, from Edmonton to Fort William, 1240 miles; 27½ cents a bushel, for the 770 miles. That is what the Winnipeg Free Press calls removing discrimination against West in railway rates.

Where Alberta Gets Off

It seems "eurious" to the Winnipeg Free Press that The Bulling's Temperance Act Parliament has re-enforced it up for the re-enforcement of the Crow's Nest agreement at any price. That would have been curious if there had been nothing better, if a sign for the country at large, for the people of the provinces in particular, that there was, and the price that was paid for the re-enforcement of the one clause of that agreement amounts simply to a penalty laid upon the people of the whole Dominion, and not the people. Alberta more heavily taxed upon others, for the benefit of certain special interests. When the cards were all on the table at Ottawa it was plain that the freight rate controversy revolved about the fact of the whole country to reduce freight rates was to be sold out for the benefit of the grain growers of Manitoba and eastern Saskatchewan, the grain dealing interests, and the grain dealers. Winnipeg, and the railways. Which is precisely what was done, thanks to the fact that Mr. Crear, head of the Grain Growers' Grain Company Limited, and his followers have held the balance of power in Parliament and demanded this concession in preference to the alternative offered by the rail management.

What was that alternative?

A twenty per cent. reduction in the rates on grain, whether shipped to Ft. William, or to Vancouver.

A 16.66 per cent. reduction in Western Canada and a 20 per cent. reduction in Eastern Canada on lumber, cord wood, and forest products of all kinds.

A reduction of from 10 to 20 cents on coal, except coal shipped westward from the head of the lakes.

A reduction of 16.66 per cent. in Western Canada and of 20 per cent. in Eastern Canada on fertilizers, pig iron, bullets, blooms, wire rods, scrap iron; and a similar reduction on ores en route to the smelters.

This list of reductions was offered by the railway management in substitution for the Crow's Nest agreement. In the end only one clause in the agreement was insisted upon, the one relating to wheat, which shipped eastward from points along the C.P.R. lines operating in 1897. For that the country at large sacrifices the offered cuts in the rates on lumber, building materials, of all kinds, fuel, wire rods, iron, and ores; while the grain growers of Alberta are shut off by discriminatory freight rates from Vancouver, and the coal mines of Pennsylvania are compelled in virtual monopoly of the market in Manitoba and Saskatchewan by the injection of a preferred rate on Alberta coal to prairie centres.

It is possible that the C.P.R. will be more charitable than the letter of the bond, and will grant the Crow's Nest rates from all

points eastward on its present system; and that the Canadian National management will be equally generous. It is possible that the Railway Commission will arbitrarily order a revision of the grain rates in Alberta to Vancouver. It may even be that the Commission will go over the whole schedule and compel a downward revision of rates in Western and Eastern Canada. But there is nothing in black and white that says that the railways will do anything of the kind; or that the Commission can do it without their most strenuous opposition. On the other hand, the railways are given the best possible argument they could have to fight the case on other commodities, and on westbound grain.

The effect of the arrangement is that Alberta is left at the mercy of the railways and at the discretion of the Railway Commission. If either the railway or the Canadian or the Commission do not deal with us more generously than Parliament did the grain growers of this Province are shut off from their nearest export, the coal miners of this province are shut off from their nearest export, the coal miners of the provinces to the east of Alberta are forced to turn to the sea board via the eastern route.

IMPROVED BUSINESS SITUATION
Montreal Gazette

Journal of Commerce:

While the Canadian

Government has

been successful in

its efforts to

improve the

business situation in

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